



## NOW ON SALE

1886 Edition of  
CHRONICLE & DIRECTORY

for China, Japan, Korea, Philippines,  
Siam, Cochin-China, Borneo,  
Strait Settlements, Malay States, &c.  
(TWENTY-FOURTH ANNUAL ISSUE),  
THE COMPLETE EDITION WITH TREATIES,  
PLANS, &c., pp. 1,132 . . . . . 56.  
THE SMALLER EDITION pp. 152 . . . . . 35.  
The Vade Mecum for every Resident in the  
Far East, from Peking to Vladivostok.

Orders may be sent to Daily Press Office, where  
it is published, or to the following Agents—

MACAO . . . . . Mr. F. A. de Gruy,  
SWATOW . . . . . Messrs. Quach & Co.  
AMBOY . . . . . Messrs. C. Gorard & Co.  
FORMOSA . . . . . Messrs. C. Gorard & Co.  
FOOCHOW . . . . . Messrs. Hedges & Co.  
NANGA . . . . . Messrs. Kelly & Walsh, S'ghal.  
SHANGHAI . . . . . Messrs. Hall & Hollis.  
TAKIEN . . . . . Messrs. Kelly & Walsh.  
MANILA . . . . . Messrs. Diaz Puerto & Co.  
SAIGON . . . . . Messrs. Schroeder Frères and  
Gardes.

TORONTO . . . . . Mr. Ch. Dupont.  
BOSTON . . . . . Messrs. Davis & Co.  
SINGAPORE . . . . . Messrs. Sayle & Co.  
PEKING . . . . . Messrs. Maynard & Co.  
COQUIMBO . . . . . Messrs. A. M. & J. Ferguson.  
CALIFORNIA . . . . . Messrs. Newmarr & Co.  
SYDNEY . . . . . Messrs. Gordon & Gotch.  
BRISBANE . . . . . Messrs. Gordon & Gotch.  
MELBOURNE . . . . . Messrs. Norton, Hargrave & Co.  
LONDON . . . . . Mr. F. Algar, Clarendon Lane.  
LONDON . . . . . Messrs. L. & J. Son, Cornhill.  
LONDON . . . . . Messrs. Bass, Hardy & Co.  
LONDON . . . . . Messrs. W. M. Wilts, 151 Cannon St.,  
SAN FRANCISCO. Mr. F. Fisher, 21, Merchant's  
Exchange.

N.Y.—Mr. A. Wind, 21, Park Row.  
Daily Press Office, January 1886.

## INNITATION.

SILICATED  
CARBON FILTERS  
WITH MOVEABLE BLOCKS

FOR  
PURIFYING DRINKING WATER.

A Shipment of these Filters in three usual  
sizes has just been received by the Undersigned.

A. S. WATSON & CO.,  
LIMITED.  
THE HONGKONG DISPENSARY.  
Hongkong, 1st May, 1886.

NOTICE TO CORRESPONDENTS.  
Communications on Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not desired for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

The Daily Press.

HONGKONG, MAY 21ST, 1886.

The blue book on the negotiations between France and China bring into light the view taken by the British Government of the clauses of the Treaty having a bearing on questions of India. Mr. O'Connor, the Chargé d'Affaires at Peking, early reported these clauses in the following telegram:—

Following among Articles when dealing with the trade relations between France and China, the first article of the Convention of Peking, two-thirds heavy built. North of Levan in Loek's frontier Custom station, which he came to French port on entering China. I would suggest to you for opening to Britain's part of West River, Canton.

This reference to railways as it here stands was certainly calculated to excite alarm, and Lord Granville, the Foreign Secretary, promptly replied:—

The arrival of Trade before five months on Article VI, which refers to the Chinese Government as objecting to it, it might be considered a good ground for claiming exclusive rights, which would be inconvenient to China, and would be objected to by other Treaty Powers.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries. Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The British steamer *Pattitude*, which arrived here yesterday from Pakhoi, and Hoihow, brought the second engineer of the steamer *Daflo*, Mr. Doughty. The following is her report in connection with the recent mishap to the *Daflo*:—Left Pakhoi 15th May, and on arrival at Hoihow received orders to go to the assistance of the steamer *Daflo*; went down the banks and lay alongside. On arrival found the *Daflo* in 10 fathoms, and trying to come close to the *Daflo*, the engine stopped, and the banks of the banks. We have up and went to the assistance of the man-of-war, and after waiting for forty minutes (her own engines going astern) she came off the bank. We then anchored under her stay all night and proceeded back to Hoihow the next morning.

The following appears in the *Pakhoi Mail Gazette*:—"The little steamship or launch strawberry vase which sold £1,000 at the Morgan sale is still the subject of raffle in American art circles. It was the chief feature of Mrs. Morgan's collection of Oriental art objects. The vase is eight inches in height and three inches in diameter. It is oval in shape with a short slender neck, spreading slightly at the top. The particular peculiarity of the vase is what its value is. It is the Yangtze *Wan*, 1831-1832. In the summer of 1832 Mr. Robinson, of the American Art Association, while travelling in the East, arrived in Peking. Hearing of this valuable vase as being in the possession of Li-wang-yeh, a Chinese mandarin, he at once commenced negotiations with him for its purchase. Many months elapsed before he succeeded in procuring it, and many more were he held safely in New York. Mrs. Morgan wanted it, and got it for something over £3,000."

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S. Zlatoust section to Elektrosvir has only lately been decided upon, after years of dispute between the conflicting claims of the two countries.

Yet the almost entire length of the Pacific Pacific railway has been laid, and written about as an undertaking of early and easy accomplishment. The other day a meeting of the Society for Furthering Russian Trade and Commerce, under the presidency of Count Ignatoff, was enlightened on the subject by a discussion of several projects for the greatest work, among them being a caravansary tendered by an Englishman who had been exiled in Siberia. The Englishman, Captain Col. W. G. T. Williams, had suggested a considerable amount of work, and he thought there was very little doubt it could be done, and he thought that women would be glad to hear of his promotion.

The completion of the Canadian Pacific Railway has given a fresh interest to the discussion among Russians of their own long talked of line, to the Pacific across Siberia to Vladivostok. It has stoked up a great deal of interest in Russia to project towards Bering, the St. Peterburg line of the Trans-Siberian, says it will be a long time before the Russian locomotives compete with those of England and America in reaching the shores of the Pacific. The branch to Tumen has not yet been made, and the U.S.



